



Chicago's Streets for Cycling Plan 2020  
Mike Amsden, AICP  
March 14, 2012





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### Why are we doing this plan?

- Build safer streets for all Chicagoans, from 8 to 80
  - *Bike 2015 Goal: Reduce crashes by 50% from 2006 levels*
- Increase the amount of bicycling activity to parks, schools, work, and retail
  - *Bike 2015 Goal: 5% of trips under 5 miles are made by bike*
- Continue to make Chicago a better place to live, work, and play
  - *Bike 2015 Goal: Ensure that all Chicagoans are within 1/2 mile of a bike facility*




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### Mayor Emanuel's Transition Plan

*"Create a world class bike network and increase cycling"*



Typological Grouping of Cyclists

- 1996 – 2010: Planning for the Strong & Fearless/Enthused & Confident
  - 120 miles of bike lanes & 20 miles of marked shared lanes
- May 16, 2011 and beyond: Planning for 8 to 80, the Interested but Concerned
  - 100 miles of protected bike lanes
  - Neighborhood greenways, buffered bike lanes, etc.

Source: <http://www.pactcenteronline.com/transparations/index.do?lc=217677&cc=4027>





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### Protected Bike Lanes: 2011

- Closes a gap between Milwaukee & Wells, Chicago's 2 busiest bike streets
- Creates a continuous bikeway of over 15 miles
- Over 50% of eastbound a.m. traffic in summer months is bike traffic

**Kinzie: 0.55 miles**

**18th: 0.50 miles**

**Jackson: 1 mile**

**Opportunistic**

- Installed through resurfacing project
- Provides bikeway to CBD from the near west side

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### Bike Network

**Bike Network May 16, 2011**

Existing Bike Lanes or Marked Shared Lanes  
Year One Projects - Protected/Buffered Bike Lanes

**Bike Network May 16, 2012**

**Downtown Bikeways:**

- Improved access through Loop
- Complement Bike Share
- Combination of buffered/protected

**West Side Boulevards:**

- Combination of protected/buffered bike lanes connecting west side parks
- Continuous protected bike lanes for 3.5 miles

**31st Street:**

- Bikeway on the Southside providing access to the Lakefront Trail connecting to proposed Loop Dr. protected bike lane
- Continuous protected bike lane for 4.5 miles

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## Applying the Right Tool

**2011/2012 Focus – Targeted Improvements:**

- Neighborhood support
- City jurisdiction streets
- Wide roadways with excess space
- Lower ADT if lane removals required
- Limited metered parking & standing/loading zone removal/relocation
- Connections to existing network



Bike Network May 16, 2012




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## Additional Tools



**Buffered Bike Lanes**

- Used on roads too narrow for protected bike lanes
- Keeps bicyclists out of the door zone & away from moving traffic
- First 2 lanes installed in 2011



**Intersection Markings**

- Guides bicyclists through intersections
- Alerts motorists of the presence of bicyclists
- Installed 1<sup>st</sup> markings in 2011



**Bike Lanes**

- Bike lanes used on roads too narrow for buffered bike lanes
- Dedicated space for bicyclists to ride



**Shared Lanes**

- Installed on roads too narrow for bike lanes
- Alerts motorists of the presence of bicyclists
- Guides bicyclists out of the door zone




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## Streets for Cycling Plan 2020

Citywide plan creating a world-class network of bike facilities that are safe and comfortable for all Chicagoans

- Up to 100 miles of protected bike lanes
- 50 – 150 miles of neighborhood greenways, buffered bike lanes and neighborhood connections

- Review existing conditions
- Identify possible bikeways
- Planning & engineering review of proposed network
- Extensive public outreach

**Adding New Tools**



**Neighborhood Greenways:**  
Low-volume, residential streets optimized for bicycle traffic through the use of signs, markings and traffic calming features (Photo: Portland, OR)





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### Streets for Cycling Plan 2020 – City Areas

- Open House
- Public Meetings
- Social Media
- Community Advisory Groups
- Spring Meetings

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### Plan Milestones & Deliverables

Nov, 2011: public outreach & existing conditions

Feb 28, 2012: Existing Conditions Analysis & Public Outreach Complete

May 15, 2012: planning & engineering work to develop bike network

June 15, 2012: Draft Bike Network Complete

July 15, 2012: 2020 Bike Network Complete

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### Green Lane Project: Led by Chicago and NYC

- National focus
- Document Progress - results dashboard
- Data collection
- In-depth research/analysis
- Web, social media, video
- Sponsored by U.S. DOT, Bikes Belong, SRAM & NACTO
- Could lead to outside financial support
- Launch in May 2012

The Green Lane Project is an effort to encourage and promote the installation of new bike facilities in the US. The Project will work closely with the six cities that are best poised to make significant progress in creating safer spaces for bikes over the next two years.

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Questions?



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